

AMENDMENTS TO THE CLAIMS

1 (Amended). A device of a rail vehicle, comprising:

(a) a computing unit ~~which determines~~, in the rail vehicle, wherein the computing unit determines:

the distance between the rail vehicle and ~~[[a]] the next~~ stopping point using
a measured location ~~measuring~~ value that specifies ~~[[a]] the~~ location of the rail
vehicle and

~~predefined[[,]] stored route data remaining travel time to the stopping point using a
measured time measuring value which specifies the time and a predefined stored route data
including stopping points; timetable, and — a deactivation time in the rail vehicle based at least
partially on the distance determined,~~

the remaining travel time to the stopping point using

a measured time value which specifies the time, and

a predefined stored timetable of the stopping points;

~~determined, a speed measured value specifying the speed of the rail vehicle and predefined coasting
data corresponding to the coasting behavior of the rail vehicle when the drive is deactivated, starting
from~~

a deactivation time, whereby starting from the deactivation time the rail vehicle with
deactivated drive reaches the stopping point according to the timetable, based at least partially
on the distance determined,

the remaining travel time determined,

a speed measured value specifying the speed of the rail vehicle, and

predefined coasting data corresponding to the coasting behavior of the rail vehicle
when the drive is deactivated; and

(b) an output device which is connected to the computing unit, ~~generate and generates~~ a
deactivation signal which specifies the deactivation time, ~~wherein the device has a data input at
which a timetable modification variable can be input into the device; and~~

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~~the computing unit is configured such that, when~~

(c) a data input at which a timetable modification variable is can be input into the device, whereby the computing unit is configured such that

~~a modified timetable is formed using the predefined, stored timetable and the timetable modification variable and determines the travel time remaining and the deactivation time based at least partially on the modified timetable, and the computing unit is configured such that it forms the modified timetable by adding the timetable modification variable to each predefined time information item of the predefined stored timetable, and~~

the remaining travel time and the deactivation time are determined on the basis of the modified timetable, when a timetable modification variable is input.

2 (previously presented). The device as claimed in claim 1, wherein the computing unit is configured such that it determines the deactivation time while taking into account a predefined braking profile and a predefined minimum speed, during a downward transgression of which the rail vehicle is braked, driving travel toward the stopping point, in accordance with the predefined braking profile.